An Account of the Career of Lieutenant John C. Braine, Late of the Confederate States Ravy, with his Imprisonment, up to the Present Moment-Prepared by Rimself.

Lieutenant John C. Braine, late of the Confederate States Navy, one of the most daring officers of the South in the late war, is still in prison, where he has been held for a year without trial. He is charged with piracy and murder. We find in the Memphis Bulletin of the 15th the following narrative of Braine's operations on the high seas, together with an account of his arrest, imprisonment, and detention in a penitentiary, which will be read with interest:

King's County Penite tiary, Brooklyn, N. Y., June 28, 1867. - Mr. R. Semmes, Editor Memphis Bulletin, Memphis, Tenn.—Sir:—I captured the Chesapeake in December, 1863, at which time I held a warrant in the Confederate States Navy as Master's Mate. I held also an appointment under Captain John Parker, who was acting under a letter of marque granted to him by the Government. I was ordered to proceed to New York, with a crew, consisting of seventeen officers and men, for the purpose of cap-turing the steamer Chesapeake, she having assisted in the recapture of the revenue cutter Caleb Cushing, which had been captured by Lieutenant Reid, of the Confederate States barque Tacony, in the summer of 1863. Captain Reid and officers were made prisoners on board the recaptured cutter, taken to Fort Preble, in Portland, Maine, and there incarcerated. From Fort Preble they were removed to Fort Warren, and exchanged in 1864. I proceeded to New York, in obedience to my orders, and with my officers and men disguised in citizen's clothing. I went on board the Chesapeake, then plying as a packet between New York and Boston, and engaged passage for my party.

THE CAPTURE. The ship sailed at the appointed hour, and in the middle watch, when she was about twenty miles from Cape Cod, the wind blowing freshly from the southeast at the time, and a pretty heavy sea running, I gave the appointed signal to my men, rose upon the crew, and took pos-session of the upper deck of the ship. I as-sumed command of the deck myself, sent my second licutenant below to take charge of the engine and fire rooms, and gave him and others my subordinates orders to command the surrender of the ship in the name of the Contederate States, and on no account to injure any one, unless he refused to surrender or made resistance. Upon seeing my second lieutenant enter the engine-room with two men, I proceeded to the main deck, and when about amidships I heard a shot fired below. I immediately left the main deck in charge of my first lieutenant, and passed down to the engineroom, where I found that the watch had been seized by my men and put in irons. The second engineer of the steamer had been killed by the shot which I had heard, and as I re-turned to the main deck, I found his body lying across the threshold of the engine-room My second lieutenant reported to me that upon demanding the surrender of the second engineer, in the name of the Confederate States, as a prisoner of war, that officer, instead of complying with the demand, had fired a shot at one of his men, which destroyed his left hand. It was under these circumstances that the second engineer—the only man who was killed on board—lost his life. He was interred at about 4 A. M. Both officers and men regretted that it had been necessary to take lite, and a collection was made from among us for the benefit of the family of the deceased. With the exception of this brave fellow, I have never seen a greater set of cowards on board a ship, from the master down. James Johnston, the chief engineer, was in his state-room when ordered to surrender. He was requested to come out, as no harm would be done him, but instead of doing this like a man, he opened his door sixty on the crack and one of my man door slyly, on the crack, and one of my men suspecting foul play, fired on him-without doing him any material damage how-ever-when he rushed out in his sairt began to run about the deck. I ordered my men not to fire at the contemptible coward. He ran below into the fireroom, and crawled up a hole which had been made for the purpose of passing up dishes from the kitchen to the cabin. He was finally secured. The first mate of the Chesapcake, a Dutchman named Johnson, and who is now command of the steamer, was in charge of the deck at the time of his capture. When ordered to surrender, he, too, ran, and as he passed the guards whom I had stationed at the companion-way (the passage from one deck to another) he was fired upon, and was wounded in the left arm and leg. The Captain (Willetts) on being ordered to surrender, ran from his state-room around the deck several times, my First Lieutenant firing several shot ahead of him, to heave him to. He was finally secured without injury. This man is now serving as board the Mariposa, one of the

Star line, plying between New York and New THE STEAMER ANCHORS-HEB RECAPTURE.

Having quieted everything on board, I came to anchor in the harbor of Seal Cove, Grand Menan, according to orders which I had previously received, but not finding Captain Parker, my superior officer, whom I expected to find here, I got under way again, after a short delay, and shaped my course for St. Johns, New Brunswick. When about twenty miles up the bay I met Captain Parker, who relieved me from my command, and hoisted the Confederate flag at the fore. I left the Chesapeake at Shelbourne, and proceeded to Halitax to procure coal for her, but during my absence she was recaptured, whilst at anchor in Sombrero har-bor, Koya Scotia, by the United States gunboats Ella and Appa, whence she was taken to Hallfax; the three vessels being convoyed by the United States steamer Dacotah. Arrived at Haiffax, she was turned over to the colo-nial authorities. The delivery to the United States of both the ship and the captors was demanded of the authorities, and the case went to trial before the Admiralty Court. The captors were discharged as lawful belligerents, and the ship, which, in the mean-time, had been duly libelled before the District Court sitting in admiralty for the Southern Dis-trict of Virginia, was delivered to the original owners, they paying her value into court, to abide the decision of the Confederate court. My second lieutenant, and two of my men were aiterwards arrested at St. Johns, charged with the same offense for which I have been imprisoned ten months without a trial, to with piracy and murder, and discharged after a patient hearing by Judge Richie, on the ground that they had only committed a lawful act of war. I remained in New Brunswick nearly a month after the capture of the Chesapenke, when I received orders to report in person at the Navy Department in Richmond.

FURTHER ORDERS - CAPFURE OF THE ROANOKE. I arrived in Richmond on the 7th of May, 1864, and whilst in that city was promoted to the rank of "Master," and received orders from the Navy Department to proceed to the city of Havana, with a crew consisting of seventy officers and men, for the purpose of capturing the United States mail steamer Roanoke, Morning Star, or Evening Star. The Roanoke had been confiscated by the United States Government, confiscated by the United States Government, under the confiscation act of 1861, having been formerly one of the line of the New York and Virginia Steamship Company. I proceeded pretty much in Havana as I had done in New York, and went to sea on board the Roanoke with five officers and four seamen, as passengers. We sailed on the 29th of September, 1864. The Roanoke was a side-wheel steamer, with a double walking beam, was bark rigged, and of about tourteen hundred tons burthen, and had a valuable cargo consisting chiefly of sugar and tobacco. She had also the United States mail on board, and twenty thousand dollars in greenbacks, and eleven thousand dollars in gold. The official letters found in her mail, of which there were about two hundred, went to Richmond instead of Washington. She had a crew of fifty men, and there were fortysix passengers on board. My own force, as has been stated, consisted of but nine men. I cap-

tured her in fifty five minutes after leaving port, without a casualty of any kind. I took the ship to Bermuda, but anding it impossible to procure coal for her with which I might run her into a Confederate port for the purpose of having ber condemned, I set are to her on the morning of the 9th of October, after baving transferred her crow and passengers, with their effects, to a brig which had been sent out to me for that purpose, by our agent, Major Binck.

OTHER ORDERS, AND HOW THEY WERE EXECUTED. In December I was again ordered to report to the Navy Department in Richmond, in person, tor further orders. I sailed from St. George's, in Bermuda, in the steamer Owl, commanded by Captain Maffit, who landed me (charged with aportant despatches from Messrs. Mason and Slineil), at Windy Hill, S. C., whence I reached Wilmington on the 12th, and reported to the Commodore of the station. Leaving Wilmington without delay, I reached Richmond on the 20th. I remained here until the 28th of Februsry, when I received orders to proceed on a cruise to the North Pacific. But as the Department had no ship to give me, I was to rely entirely on my own resources for the means of putting myself sfloat. I had been promoted to the rank of a First Lieutenant Commanding. My first object, of course, was to get out of the country, through the stringent blockade. this purpose I proceeded, with my crew, by the Mechanicsville pike to Matthews county, where I procured a canoe, and sailed up Chesapeake Bay as far as the Patuxent river, with the hope of capturing a vessel, in which to get out upon the high seas, where all would be plain sailing. On the 1st of April I boarded and took possession of the schooner St. Mary's, without firing a shet. I found neither chart nor sextant on board, and but twenty gallons of water; but, as good luck would have it, there were some cooking stoves among the cargo, and with the aid of these, and some old musket barreis, I rigged an apparatus by means of which I was enabled to distil about three pints of fresh water, per day, per man. On my way to sea I captured the schooner Emma, from New Jer-sey, bound from Noriolk to Philadelphia with a

cargo of pine wood. I released her on a ransom bond, and put my prisoners on board of her, after having paroled them. On the 18th of April I spoke the English barque Stillela, from New York for Matamoras, the captain of which New York for Matamoras, the captain of which being a Maine Yankee, I was enabled to drive a trade with him. He was generous enough to exchange one hundred gallons of water for twenty-five gallons of whisky. I learned from him that I was sixty miles from Abaco light (the reader will recollect that I had no instructions of navigation on board). On the 19th of April I ran my little craft into Nassau, New Providence, and remained there until the 21st, having in the meantime armed my tiny man-of-war. Proceeding to sea, I cruised in the Wiadward and Turk's Island passages until the Windward and Turk's Island passages until the latter part of May, when I shaped my course to Port-an-Prince. Thence I proceeded to Port Royal, Jamaica, whence, learning that the war was over, I took my vessel around to the north side of the island, where I burned her. I sent my officers and men to Liverpool, where I soon afterwards followed myself, and in July, 1865, they were all paid off at the office of Commander Builock. On the faith of the President's procla-mation of May 2, 1865, which paraoned all officers of my grade, who had not been in the old army or navy-and I had not been-I returned to the United States, and was residing in Savan-nah, Georgia, where I had engaged in business, when I was arrested. I have been a prisoner since the 15th of September, 1866, and of my Southern countrymen has called to see me. I cannot think that it is their intention to desert me, though I must say it looks very much like it. I am perfectly destitute of money and clothing, and have no means at my command to pay counsel's fees. By publishing this, sir, you will greatly oblige one who has tried to do his

duty to his country. I remain, very respectfully, yours, etc.,
JOHN C. BRAINE,
Late 1st Lieut. Comd'g, C. S. Navy.

CITY INTELLIGENCE.

FOR ADDITIONAL LOCAL ITEMS SEE OUTSIDE PAGES.]

AN INFRACTION ON MATRIMONIAL PRACE-A HUSBAND CUTS HIS THROAT .- Yesterday afternoon, the wife of Henry Forrest, residing in the neighborhood of Twelfth and Spring Garden streets, caused his arrest, preferring against him

a trivial charge, Forrest and his wife, it appears, have not lived together for a number of months, in consequence of alleged bad treatment on the part of Forrest, and his frequent threats that he would do his wife harm. Forrest has been in custody several times upon the allegation of his other half as to bad treatment, and was arrested about ten days ago upon the same charge

While in prison he promised to do better in future, and allow his wife to live in peace. Beleying him to be repentant, his wife consented to his release, and some time passed before he again troubled her. Two or three days ago went to her boarding house, at Vine and Frank-lin streets, and effected an entrance into the house by pretending that he was in search of a boarding-house, and while there he met his wite in the parlor. After some words had passed, he became so violent in his language and threatening in his gestures that she fled from the

room, and thus escaped him. Forrest was arrested, and both met in Alderman Hibberd's office yesterday afternoon, when Forrest commenced to plead for a withdrawai of the suit, and promised to reform his ways and let his wife live unmolested. She replied that she had frequently forgiven him, but without causing any change in his conduct, and that he law must take its course, she being afraid of per life. While the conversation was going on, Forrest suddenly pulled a razor from his p and made a lunge at his wile's throat, but she seeing the motion, got out of the way, but beoreany one could seize him or take the razor from his hand, he drew it across his throat, inflicting a long gash, extending from near the windpipe to the ear. The blood flowed freely, and in a few moments Forrest became very weak. A physician in the neighborhood was soon at the place, and dressed the wound in such a manuer as to permit his removal to the Pennsylvania Hospital. Though the wound is very severe, it is not thought to be a mortal one. Mrs. Forrest appears much distressed at the position in which she has been placed by the conduct of her husband.

Co-operation. - Last night a meeting of shoemakers was held at Fifth and Prune streets, he object of which was to consider the subject of forming a co-operative society. Temporary officers were chosen, as follows:—Mr. Michael Cavill, for President; Mr. John Cue for Secretary; and Mr. Patrick Ward for Treasurer. The object of the meeting having been stated by the Chairman, opinions were expressed as to the mode of organizing and carrying on such a secrety to best advance the interests of those connected with it. Finally, after a general interchange of views, a motion to appoint a comnitiee for the purpose of corresponding with the officers of similar organizations elsewhere, to ascertain their plan of operation, was passed and a committee, consisting chiefly of the offi-cers, was chosen, who are to report at a meetmg to be held next week. There seemed to be but one opinion as to the feasibility of the

project. NEW PIERS ALONG THE RIVER FRONT,-The work of building a new pier on the Delaware. south of Bigier street, has been commenced. This pier is located about a mile below the Navy Yard, and will be 60 by 200 feet, to corres with the one near the same street, comleted several months ago. These wharves are intended to accommodate vessels shipping coal or oil. The United States Government has entered into a contract for the rebuilding of the two stone piers at Marcus Hook, on the Dela-ware, and the erection of four new ones, to be so sliuated as to form a harbor for the protection of Government vessels during the

winter. RESULTED FATALLY .- Edward McShay, who was scalded by an explosion at Cavenaugh's distillery, a full account of which was given in yesterday's Evening Telegraph, died last night at St. Joseph's Hospital.

THE COMMEMORATIVE HISTORICAL PAINTING FOR THE STATE CAPITOL.—According to Legislative appointment on the 6th of February, 1866.

"Resolved (if the Senate concur), That so much of the Governor's message as refers to the report of David Wills, Esq., President of the Soldiers' National Cemetery at Gettysburg. relative to the procuring of a commemorative historical painting, to be placed in the Capitol of the State, be referred to a joint committee of three members from each House,"

And amended by the Senate to the effect "that before entering into a contract, the Committee shall report to their respective Houses a description of the painting, its probable cost, and the name of the arrist,"

The Joint Committee met at the rooms of the artist selected, Mr. Peter F. Rohermel, No. 1 N. Fitteenth street. The Committee consists of N. Fifteenth street. The Committee consists of six Legislative members, viz.:—Messrs, George Conneil, of Philadelphia; A. Hiestand Glatz, of York: and David McConaughy, of Adams county, on the part of the Senate; and Messrs, James N. Kerns, A. D. Markley, of Montgomery, and Harrison Allen, of Warren county, on the part of the House of Representatives.

Deeply impressed with the fact, as the subject embraced not merely a single battle, but the battles of Gettysburg, involving the grand martial conflicts of three distinct days, each of

tial conflicts of three distinct days, each of which takes rank with the first battles of the world, the proper and successful execution of the work would require three paintings, so as to embody a theme from some grand epoch of the

struggle of each day.

The committee, therefore, entertaining the foregoing views, engaged our distinguished artist and townsman, Peter P. Rothermel, Esq., to win for his name additional fame by the exe cution of the work. The meeting of yesterday was convened for the purpose of witnessing the ketch or study from which the painting is

Besides the gentlemen of the committee of the Legislature, there were present several specially invited guests, amongst them being Major-Gene ral George G. Meade, General Joshua T. Owen, General Charles M. Prevost, General D. W. C General Charles M. Prevoet, General D. W. C. Baxter. Colonel Henry Meade (son of Major General Meade), Colonel Charles H. Bayne, Colonel Emory, Major Emory, Colonel Henry H. Bingham, Postmaster of Philadelphia, Captain Frederick Boland, Henry C. Carey, Esq., Edwin H. Fitier, Esq., J. R. Lambdin, Esq., Dr. Lippincott, James H. Martin, Esq., and others.

The main painting will be about 36 feet in length by 15 feet in height, and the cost of the entire work will be \$25,000. It is estimated that t will require three years for completion.

The general groundwork for the painting is taken from Pickett's celebrated charge upon General Hancock's left centre. The view is taken in a line of battle, by which the contend-ing armies are presented face to face, showing the peculiar expressions of individual faces, and also each side of the combatants in their true position of heroism and courage.

On the extreme left of the painting will appear on horseback the easily recognizable form of Major-General Meade, his son, Colonel Meade, by his side, waving his hat in encouragement of the action, whilst a bearer of despatches is making some important and urgent communication. Colonel Bayne, on the left of this, is drawing up a battery to take the place of Brown's battery, which was withdrawn for want of ammunition.

Colonel Bayne was Adjutant-General to General Webb, who is represented at the extreme end of the stone wall or sence, on the Gettysburg field, brancishing his sword, and en-couraging the men to action. Beyond him, and bringing on the forces of Hall's brigade, are Colonel Devereaux and Colonel Macy, of Massa-chusetts. General Armistead is at the advance of the Rebel line, and being seized by the Union troops. His countenance indicates the very picture of horror and despair.

The stone wall or fence system referred to is

common throughout middle and southern Pennsylvania, for the division or boundary of fields and farms, and in this instance it first ran south, thence at right angles west fifty yards, and then again at acute angles running east. Posted against this are the indomitable and nowned 69th Irish Regiment, who obtained, by their undeviating bravery and heroism, a reputation well deserved and world-wide.

Near to a clump of trees in the distance is Brigadier-General Stannard, of the Vermont Brigade. He belonged to Doubleday's Division. special p front of the main line. He placed his three regiments on the line fronting the Rebels, and when the battle commenced his men secreted themselves by lying down. As they advanced by a coup defat took the Rebels in the flank, and drove them into the very front of Wells Division, who received them with a tremendous

In the rear of the Rebels was Wilcox's Division advancing, but too late to be of good service. Standard's men, encouraged by their preceding feats, turned right about face, and peppered these new-comers with decided effect. The re-mainder of the general line is represented as occupied by Major Giddings' batteries, there being seventy actual pieces of artillery used in the engagement, before the musketry was

resorted to The colors of the 71st and 72d Regiments, and Hall's and a portion of Harrison's Brigade are especially prominent, as is General Gibbon, commander of a Ilvision of the 2d Corps; the woods, houses, and general outline of the event are minutely set forth in this sketch, which we have but very briefly described, and which is, of course, simply an index to what the painting will be; that will be surrounded by different episodes, including the death of General Reynolds, the charge of Genoral Geary at Culp's Hill, and other interesting reminiscences, But one opinion was expressed yesterday by both Committee and guests, which was that Mr. Rothermel will immortalize himself by carrying out to a successful end the work in accordance with the sketch he presented, A brief speech was made by Major-General Meade, in response to a request of General Owen, which was received with applause.

PAINFUL ACCIDENT .- Last evening Mr. F. C. Jacoby, reading at 451 York avenue, was thrown from his carriage, at Twenty-fourth and Spring Garden streets, and seriously injured. The horse which he was driving took fright at a locomotive, gave alsudden bound and overturned

the vehicle, throwing Mr. Jacoby out into the

street. IMPROVEMENTS INSTITUTED .- The contract for the construction of the new turbine wheel, which is to replace two of the old breast wheels at Fairmount, has been awarded, and the work already commenced, though all the details of the alterations to be made have not yet been

912 ARCH STREET.—GAS FIXTURES, ETC.—VANKIRE & CO. would respectfully direct the attention of their friends and the public generally, to their large and elegant assortment of GAS FIXTURES. CHANDELIERS, and ORNAMENTAL BRONZE WARES, Those wishing handsome and thoroughly made Goods, at very reasonable prices, will find it to their advantage to give us a call before purchasing elsewhere.

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MARINE TELEGRAPH.

For additional Marine News we First Page, ALMANAC FOR PHILADELPHIA-THIS DAY.

PHILADELPHIA BOARD OF TRADE,

WILLIAM C. KENT.
THOMAS E. ASHMEAD,
CHARLES WENELER, MOVEMENTS OF OCEAN STEAMERS. FOR AMERICA.
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Liverpool. Buston...... Loverpool Boston
London New York
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Havre New York
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Havre New York
Happool New York Persia...... Helvetia.... July 24

Berussia. Hamburg New York.
Bremen ...Southampton New York.
FOR KUROPE.
Edinburgh ... New York ... Liverpool.
Scotta ... New York ... Liverpool.
Hecks ... New York ... Liverpool. Hermans..... New York... Bremen.... Cof Antwifp... New York... Liverpool Virginis....... New York... Liverpool U. Kingdom.... New York... Glasgow... rope..... CofWashingtonNew York...Liverpool Mindreots New York Liverpool dily significant New York Bremes Aug. 1 Colon New York Liverpool Aug. 2 Helveth New York Liverpool Aug. 3 Helveth New York Liverpool Aug. 3 Colon bia New York Glasgow Aug. 3 Arago. New York Havre Aug. 3 Arago. New York Havre Aug. 3 Arago. New York Havre Aug. 3 York Colon Dily St. Domestic, ETC. Moro Castle New York Havana July 27 Wyoming Philada Wilmington July 27 Gen. Grant New York New Orleans July 27 Gen. Grant New York New Orleans July 27 H. Budson Philada Havana July 30 Fab Kee. New York St. Jago. July 31 Toga. Philada New Orleans Aug. 3 halls are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call st Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Brig L. M. Merriti, Berry, Boston, J. E. Basley & Co.

Schr Trenton, Martin, New Haven, Wannemacher & Co.

Schr Helen Mar, Nickerson, Boston, Sawyer & Co.

Schr Ocean Bird, Keily, Boston, Caldwall, Gordon & Co. Co.
Schr S. S. Godfrey, Godfrey, Boston,
Schr Julia Nelson, Cavaller, Boston, Mammoth Vein
Lonsolidated Coal Co.
Schr J. W. Lverman, Outten, Lynn, Biakiston, Graeff

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Schr John Stockham, Risiey, Boston, do.
Schr S, and M. D. Scull, Steelman, Boston. Rathbun,
Stearns & Co.
Schr Frances Edwards, Boice, Boston, J. G. & G. S.
Republic.

Reppiler.
Schr S. A. Boice, Boice, Boston,
Schr A. M. Aldrioge, Robinson, Boston, New York
and Schuyikill Coal Co.
Schr Resding RR, No. 24, Burk, Pawlucket, L. Audenrico & Co. Schr Beperus, Conary, Boston, Schr Gibert Green, Westout, Lynn, Sinnickson & Co. Schr R. H. Daley, Sannders, Newport, do. Schr Lottie Beard, Perry, Boston, Borda, Kellar & Nutting. Schr L. S. Levering, Corson, Boston, Schr J. P. Cake. Endicott, Georgetown, Van Dusen.

Lochman & Co.

Schr J. E. Simmons, Smith, Boston,
Schr M. D. Cranmer, Cranmer, Newburyport,
do,
Schr Wave Crest, Davis, Boston,
Schr Silver Msgnet, Watson, Roxbury, Hammett &
Notice Nelli, D. McCarthy, Simpson, Boston, do, Schr J. D. McCarthy, Simpson, Boston, do, Schr B. Seaman, Seaman, Balem, do, Schr B. Seaman, Seaman, Balem, Schr J. M. Vance, Burdge, Boston, Day, Huddell&Co, Schr F. Burritt, Dewey, Providence, do, Schr R. Seaman, O'Nelli, Bath, do, Schr J. M. Broomail, Mulford, Nepousat, do, Schr Z. L. Adams, Nickerson, Salem, Audenried, Norton & Co.

Schr Z. E. Ausbard, Cranmer, Boston, do. Schr W. F. Phelps, Cranmer, Boston, Rommel & Hunter, Schr A. E. Safford, Hand, Boston, Rommel & Hunter, Schr A. E. Safford, Hanson, Fall River, do, Schr D. Gifford, Jirrell, Boston, do, Schr E. A. Conant, Foss, Edgartown, Castner, Stickney & Co. Schr Emma Bacon, Case, Schr Ephraim and Anna, Thompson, Milton, Tyler & Schr L. Andenried, Crawford, Newburyport, W. H. Johns & Bro. Schr B. H. Woodbury, Woodbury, Boston, Captain, Schr Jason, Suart, Boston, Quintard, Ward & Co. Schr Reading RR. No. 44, Trainer, Norwalk, Dovey,

Bulkley & Co.
Schr W. L. Cargill, Kelly, Boston, Captain,
Schr S. H. Woodbury, Woodbury, Boston, Captain,
Schr S. Kevinger, Smith, Boston, Captain,
Schr W. G. Dearborn, Scull, Dorchester, Captain, Schr E. A. Bartle, Smith, Salem, Captain, Schr C. Newkirk, Huntley, Neponset, Captain, Str H. L. Gaw, Her. Baitmore, A. Groves, Jr. Str Chester, Jones, New York, W. P. Clyde & Co. Tug Thos, Jefferson, Allen, for Baltimore, with a tow of barges, W. P. Clyde & Co.

ARRIVED YESTERDAY.
Steamship J. W. Everman, Tuttle, from Charleston, via Georgetown, S. C., with lumber to Lathbury, Wickersham & Co. Steamship Wyoming, Teal, 70 hours from savanuah with cotton, etc., to Philadelphia and Southern Mai with cotton, etc., to Philadelphia and Southern Mail Steamship Co.

Brig Hertha, Warnaar, 52 days from Rotterdam, with mose, to H. Boblen & Co.

Schr B. F. Reeven, Armstrong, 8 days from Saco, with headings to 1, Hough & Co.

Schr S. B., Jameson, Jameson, 4 days from Vinalbaven, with stone to captain, Schr J. Weeks, Vandersitee, 1 day from St. Augustehr J. Weeks, Vandersitee, 1 day from St. Augustehr J. Weeks, Vandersitee, 1 day from St. Augustehr J. Weeks, Vandersitee, 1 day from St.

with headings to 1. Hough & Co.
Scht S. R. Jameson, Jameson, 4 days from Vinalhaven, with stone to captain.
Scht J. Weeks, Vanderslice, 1 day from St. Augusthee, Del., with grain to Christian & Co.
Scht L. A. May, Baker, from Portland,
Scht S. Castner, Robinson, from Boston,
Scht L. B. Levering, Ingersol, from Boston,
Scht L. B. Levering, Ingersol, from Boston,
Scht J. M. Broomail, Multord, from Boston,
Scht J. M. Broomail, Multord, from Boston,
Scht S. A. Bolce, Boice, from Boston,
Scht S. A. Bolce, Boice, from Boston,
Scht R. A. Baker, Income Boston,
Scht R. A. Bolce, Boice, from Boston,
Scht R. A. Burgh, Simpson, from Norwich, J.
Scht Reading RR. No. 37, Carroll, from Norwich, J.
Scht Reading RR. No. 47, Carroll, from Norwalk,
Scht A. E. Safford, Hanson, from Newport,
Scht A. E. Safford, Hanson, from Newyork,
Scht A. E. Safford, Hanson, from Newyork,
Scht J. E. Simmena, Smith, from Gleucester,
Scht J. E. Simmena, Smith, from Gleucester,
Scht R. H. Daley, Samders, from New York,
Scht B. A. Consat, Foss, from New York,
Scht B. Bacon, Case, from Salem,
Scht B. Bacon, Case, from Salem,
Scht E. Bacon, Case, from Salem,
Scht E. Bacon, Case, from Salem,
Scht E. Bacon, Case, from Boston,
Scht B. Benry, Walker, from Boston,
Scht J. B. Henry, Henry, Henry, Henry, Henry, Henry, Henry, Hen

Official information has been received at this office but a screw pile lighthouse has been erected near ower Cedar Point, on Potomac river, to take the duce of the lightyessel beretofore stationed at that The light will be exhibited for the first time on the evening of August 6, 1867. The structure stands on a shoal in 2% feet of water, mean tide, distant about 270 yards west from the position of the lightvessel, and with deep water within 180 yards.

The from work of the foundation is painted res, the appearamenter is painted white.

The illuminating apparatus is a Fresnel lens of the fifth order, showing a fixed white light, which can be seen, when according the river, a distance of eight miles. When descending the river it can be seen as acon as the lighthouse is open from Mathias Point.

By order.

W. B. SHUBRICK, Chairman.

Treasury Department, Office Lighthouse Board, Washington, D. C., July 18, 1867. The light will be exhibited for the first time on the

NOTICE TO MARINERS

GARDNER & FLEMING, COACH MAKERS.

NO. 214 SOUTH FIFTH STREET. New and Second-hand Carriages for sale. Particular attention paid to repairing. 5 30 6m

INSURANCE COMPANIES,

DELAWARE MUTUAL SAFETY INSU-BANCE COMPANY, Incorporated by the Legis-intere of Pennsylvania, 1886. Office, S. E. corner of THIRD and WALNUT Streets

omice, S. E. corner Philadelphia.

MARINE INSURANCES
vessels, cargo, and freight, to all parts of the world,
on goods by river, canal, lake, and land carriage, to
all parts of the Union.
FIRE INSURANCES on merchandise generally.
On Stores, Dwelling Houses, etc

ASSETS OF THE COMPANY. 8100,000 United States 5 Per Cent. Loan, 100,000 United States 5 Per Cent. Loan, 1871.

120,000 United States 6 Per Cent. Loan, 1851.

200,000 United States 7 3-10 Per Cent. Loan, Treasury Notes.

125,000 City of Philadelphia 6 Per Cent. Loan (Exemps).

54,000 State of Pennsylvania 6 Per Cent. Loan Cent. Loan (Exemps).

60,000 State of Pennsylvania 5 Per Cent. Loan (Exemps).

State of Pennsylvania 5 Per Cent. Loan (Exemps).

State of Pennsylvania 5 Per Cent. Loan (Exemps). \$114,000'00 186,500'00 211,500 00 126,562% 84,700'00 44,600.00 50,000 State of New Jersey Six Per Cent. Loan 20,000 State of New Jersey Six Fer Cent. Loan.
20,000 Pennsylvania Raliroad, Ist Mortgage, Six Per Cent. Bonds.
25,000 Pennsylvania Raliroad, 2d Mortgage, Six Per Cent. Bonds 25,000 Western Fennsylvania Raliroad Six Per Cent. Bonds (Pennsylvania Raliroad guarantees).
20,000 State of Tennessee Five Fer Cent. Loan.
20,000 State of Tennessee Six Per Cent. Loan.
20,000 Son Shares Stock of German-Lown Gas Company (principal and interest guaranteed by the city of Philadelphia).
20,000 Son Shares Stock of Ponnsylvania Raliroad Company.
20,000 Son Shares Stock of Philadelphia and Southern Mall Steamship Company.
20,000 Son Shares Stock of Philadelphia and Southern Mall Steamship Company.
20,000 Son Shares Stock of Philadelphia and Southern Mall Steamship Company.
20,000 Son Shares Stock of Philadelphia and Southern Mall Steamship Company.
20,000 Son Shares Stock of Philadelphia and Southern Mall Steamship Company.
20,000 Son Shares Stock of Philadelphia and Southern Mall Steamship Company.
20,000 Son Shares Stock of Philadelphia and Southern Mall Steamship Company.
30,000 Market Value. 50,750'00 20,500*00 24,250*00 20,750 00 18,000*00 40.00 15,000*06 8,258*25 8,950'00 20,000100

195,900:00 \$1,070,280*75 26,000*00 27.637-20 88,923-90 2,980*00 41,540.00 \$1,407,321,16

*This being a new enterprise, the Par is assumed as the market value.

Thomas C. Hand, onn C. Dayls, Edmund A. Souder, Theophilus Paulding, Edward Darlington, Henry C. Dallett, Jr., James Traquair, Henry C. Dallett, Jr., James C. Hand, Jacob P. Jones, Jacob P. Jones, James R. McFarland, Joshus P. Eyrs, Spencer McIlvaine, Spencer McIlvaine, L. B. Berger, "D. T. Morgan, George W. Bernardon, John C. Davis, Vice President, John C. Dav This being a new enterprise, the Par is assume as the market value. Thomas C, Hand, onn C, Davis, kdmund A, Souder, Theophilus Paulding, Iden B, Beirose, James Traquair, Henry C, Dallett, Jr., James C, Hand, James C, Hand, Joshua P, Eyra, Jacob P, Jones, James B, McFarland, Joshua P, Eyra, Jacob P, Jones, James B, McFarland, Joshua P, Eyra, Jacob P, Jones, James B, McFarland, Joshua P, Eyra, Jacob P, Jones, James B, McFarland, Joshua P, Eyra, Jacob P, Jones, James B, McFarland, Joshua P, Eyra, Jacob P, Jones, James B, McFarland, Joshua P, Eyra, Jacob P, Jones, James B, McFarland, Joshua P, Eyra, Jacob P, Jones, James B, McFarland, Joshua P, Eyra, Jacob P, Jones, James B, McFarland, Joshua P, Eyra, James C, Hand, Joshua P, Eyra, James B, McFarland, Joshua P, Eyra, James B, McFarland, Joshua P, Eyra, James C, Hand, Joshua P, Eyra, James C, Hand, Joshua P, Eyra, James C, Land, Joshua P, Eyra, James B, McFarland, Joshua

1829—CHARTER PERPETUAL

Franklin Fire Insurance Co. OF PHILADELPHIA.

OFFICE: NOS. 435 AND 437 CHENNUT STREET. ASSETS ON JANUARY 1, 1867,

\$2,553,146'13, Accrued Surplus. Premiums.....9400,000°0; 946,718°961,206,482°18 UNSETTLED CLAIMS. INCOME FOR 1868. LOSSES PAID SINCE 1829 OVER \$5,500,000.

Perpetual and Temporary Policies on Liberal Terms DIRECTORS. narles N. Banckers Tobias Wagner, Samuel Grant George W. Richards Issac Lea, J. W. MCALLISTER. Secretary protein. [31 1123]

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No. 111 South FOURTH Street,
INCORPORATED SO MONTH 22d, 1805.
CAPITAL, \$100,000, PAID IN.
Insurance on Lives, by Yearis Premiums; or by 5,
10 or 20 year Premiums, Non-torieture,
Annuities granted on invorable terms.
Term Policies, Children's Endowments.
This Company, while giving the insured the security
of a pind-up Capital, will divide the entire profits of
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Authorized by charter to execute Trusts, and to act
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and in other induciary capacities, under appointment
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Their Capital, together with a large Surplus Fund, in invested in the most careinl manner, which enables them to offer to the insured an undoubted security in the case of loss. DIRECTORS

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INCORPORATED 1884—CHARTER PERPETUAL.
NO. 28 WALNUT Street, opposite the Exchange.
In addition to MARINE and INLAND INSURANCE, this Company insures from loss or damage by FIRE for liberal terms on buildings, merchandise, unriture, etc., for limited periods, and permanently on buildings, by det osit of premium.

The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid.

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JOHN WUCHERER, President,

Banuard Castillou,
Edmund Castillou,
Edmund

SAMUEL WILCOX Secretary.

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NSURANCE COMPANY SITERIAL LALES OF DATE OF STREET

NORTH AMERICA. OFFICE, No. 282 WALNUT ST., PHILADELPHIA INCORPORATED 1794. CHARTER PERPETUAL;

CAPITAL, \$500,000. ARSETS, JANUARY 8, 1867, \$1,763,967-85 INSURES MARINE, INLAND TRANSPORE TATION AND PILE RISHS.

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Richard D. Wood.
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S. Morris Waln.
John Mason.
ARTHUR G. COFFIN, President.
CHARLES PLATT. Secretary. CHARLES PLATT, Secretary.
WILLIAM BURHLER, Harrisburg, Pa., Centra
Agent for the State of Pennsylvania. 123

GIRARD FIRE AND MARINE INSURANCE COMPANY, (No. 639)

N. E. COR. CHESNUT AND SEVENTH STS. CAPITAL AND SURPLUS OVER \$266,000

INCOME FOR 1866, \$103,934. Losses Paid and Accrued in 1866, 847,000 Of which amount not \$800 remain unpaid at this date \$100,000,000 of property has been successfully insured by this Company in thirteen years, and Eight Hun-dred Losses by Fire promptly paid.

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THE AMERICAN KITCHENER On the European plan of heavy castings, durability and neatness of construction. Sultable for Hotels, Public Institutions, and the better class of Private Residences.

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Which should be connected with every water back and botter, and GRIFFITH'S PATENT ARCHIMEDEAN VENTILATOR UNION STEAM AND WATER HEATING COMPANY.

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PENN STEAM ENGINE AND ELEVY.

BOILER WORKS.—NEAPIE & LEVY.

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SMITHS, and FOUNDERS, having for many yeare been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, from Boilers, Wase. Tanks, Propellers, etc. etc., respectfully offer their ervices to the public as being fully prepared to contract for engines of all sizes, Marine, River, and stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the altertest notice. High and Low-pressure Fine, Thomar, and Cylinder Boilers, of the best Permsylvania charcoal iron. Forgings of all sizes and kinds, iron and Brass Castings of all descriptions; Roll Turning, screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room for anteed.

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improved construction. improved construction.

Every description of Piantation Machinery, and sugar, Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Defecators, Filters, Pumping Engines, etc.
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We are prepared to fill orders to any extent for our Well-known MACRINERY FOR COTTON AND WOOLLEN MILLS, including all recent improvements in Carding, Spin-ning, and Weaving. invite the attention of manufacturers to our exensive worse, ALFRED JENES & SON,

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IMPORTERS OF AND DEALERS IN FOREIGN AND AMERICAN HARDWARE NO. 1321 MARKET STREET,

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A fine assortment of POURET and TABLE CUT LERY, RAZORS, RAZOR STROPS, LADIES'SCIS-SORS, PAPER AND TAILORS' SHEARS, ETC. L. V. HELMOLD'S Cutlery Store, No. 125 South TENTH Street, Three doors above Walnut

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MANUFACTURER OF FIRE AND BURGLAR PROOF SAFES.

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A LARGE ASSORTMENT OF PHI
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